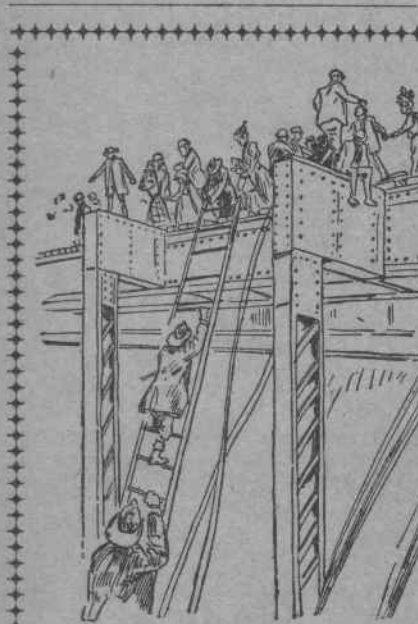


MAN IN RAGS LEAPS FROM THE BRIDGE.

Finds Death Which It Is Plain He Sought.
NO IDENTIFICATION.
Body Is Floated Away by a Swift Flood Tide.

A man, who was undoubtedly tired of life, jumped from the Brooklyn Bridge yesterday morning.



terday morning. He was not looking for fame, but just death. He got what he was seeking. His body has not been recovered. Not even the name of the suicide is known. One of Dodd's express wagons, driven by Thomas Jones, started to cross the bridge from the Brooklyn side about 8.30 o'clock. There were with Jones two helpers, Walter Poe and George Bardach. The wagon had just entered the roadway when a young man ran up to the tailboard and asked for a ride over the bridge. Without waiting for an answer he jumped into the van. At the tower on the Brooklyn side of the bridge this man was seen to be still in the wagon. When the wagon was a little more than half way to New York he was gone. He had left behind him a pair of shoes, a coat and a hat.

Three boys were on a dock under the bridge fishing when the man jumped. Two of them—Philip Sailing and Julius Oberhoffer—live at No. 7 Poplar street, Brooklyn, a home for boys. They say that the man turned over and over in the descent, and struck the water with terrific force, apparently on his face. He disappeared only for a moment, and then reappeared on the surface. He gave no signs of life. As there was a strong flood tide the body was carried rapidly toward the Brooklyn Navy Yard.

PERISH FROM HUNGER ON A WAVE-TOSSED RAFT.

Four Men and One Woman of the Crew of a Canadian Barge, Wrecked on Lake Erie last Sunday.

Milwaukee, Sept. 10.—The steamer Case arrived here to-day with the only two survivors of the Canadian barge Lisgar, wrecked on Lake Erie last Sunday. The survivors are Captain Richard Freeman and Nelson Algren. They report that Owen Gallagher, Patrick Joyce, Frank Douglas, an unknown sailor and Mrs. Richard Freeman perished in the wreck. The survivors say they lived without food from Saturday until Thursday, that one by one they died, until only three remained, and that one of these finally became insane from hunger and jumped off the raft. Then the Case came along and rescued the two sailors.

BIDDERS QUARREL OVER A GOVERNMENT CONTRACT.

Rival Electrical Companies in a Controversy Over the New York Navy Yard Power Plant.

Washington, Sept. 10.—There is a spirited controversy going on between rival electrical concerns over the \$200,000 power plant at the New York Navy Yard. The principal contestants are the United Engineering and Contracting Company, which represented the General Electric Company in its bid, and the Westinghouse Company. The claim is made that the Westinghouse bid is informal, and that it was made on the specifications, changed so as to eliminate the two most important guarantees and the most important penalty for non-compliance with the contract specifications.

ROLLS OUT OF A WINDOW DURING HIS SUNDAY NAP.

Man's Back Broken by a Fall While Asleep, Propped Up on a Sofa.

William Donahoe, of No. 1822 Second avenue, was injured in a peculiar way yesterday afternoon, and is now in the Harlem Hospital in a critical condition, with hardly a hope of recovery.

Donahoe was asleep, propped up on a sofa, in the front room of his apartment on the second floor, and his wife thinks he turned in his sleep and rolled out of the low window near the sofa. His back was broken by the fall.

SHEEHAN'S FOES HUSTLING.

The "Antis" Will Hold a Fiery Mass Meeting To-night to Down Him.

Anti-Sheehan men will strive to-night to offset the Sheehan demonstration of Saturday night in the Ninth District by a mass meeting at Twenty-seventh street and Fifth avenue. A party of fifty speakers, music and pyrotechnics are promised. The Goodwin-Smith faction is sending out circulars attacking Sheehan for refusing to give employment to citizens of the Ninth on the new viaduct which his firm is constructing at One Hundred and Thirtieth street and Riverside Drive.

SPEEDING "L" TRAIN AS FIRE RAID.



When the disorder and danger were greatest, the fire was heard, and above the screams and shrieks of the women these words rang:
"Back! Back! Don't crush the women and babies. There is no danger. You will all get out if you will go quietly." The warning had come just at the right time from a man who had faced danger and death many times at fires and knew just what to do.

He was Captain Aiken, of Engine No. 55, Manhattan, who proved to be the right man in the right place. He shouted to give the women and children a chance to get away from the burning car, and in a moment was joined by Policeman Langdon, of the Fifth avenue station, who had forced his way through the passengers from the rear.

Frightened Passengers Calmed.
The fireman and policeman, working together, brought calmness and order to the frightened passengers, stopped their wild struggles and marshalled them in line so that they could pass along without injuring each other.

While the excitement was at its height a locomotive from a train in the rear came up and pulled the last car away, leaving the motor car and the one coupled to it standing alone. This decreased the danger somewhat as the passengers had had to go only through one car to get out.

About twenty members of the Golf Bicycle Club were under the elevated track when the burning car stopped over head, ready to start for Rockaway. When the engine Adams and former Public Works Superintendent Aldridge, who were not prosecuted, on advice of Governor Roosevelt's counsel, approved work illegally done, amounting to many thousands of dollars.

Four Women Faint.
Four women fainted and had to be carried out. They soon revived on the track. A Mrs. Briggs, of Bensonhurst, was thrown against one of the gates on the platform and was out in the forehead. She refused medical attendance when told by her companion that she only had a scalp wound.

On the elevated tracks the passengers were confronted by other dangers. Many of them were in the line of the burning car, and there was nothing to prevent them from tripping over the ties and falling into the street.

Then there was the third rail, charged with electricity, to touch which by foot or hand meant instant death. Everybody was warned to keep away from this rail, and fortunately no accident occurred.

While the passengers were being rescued the fire spread rapidly, and the sparks were carried to the roof of the low buildings of Nos. 278, 280 and 282 Fifth avenue. The roof of the building at No. 280 Fifth avenue, sent in a fire alarm. A starting report of casualties was sent to Police Headquarters in Brooklyn, and ambulances from the Seney, Homeopathic and Brooklyn Hospitals, who fire comes in, physicians were sent to the scene of the accident, but their services were not needed.

Motor Car Is Destroyed.
Before the fire was put out the motor car was practically destroyed, and the other car was about half burned. The loss is placed by the police at three thousand dollars.

In response to a telephone message, a locomotive with a wrecking car was sent from the Brooklyn Rapid Transit Company's shop at Thirty-sixth street and Fifth avenue. The burned cars were coupled on and run to the shed. No one was hurt.

When the track was clear the passengers walked carefully along the ties to the third street car where Union Express, a station while policemen, firemen and railroad men stood guard at the dangerous third rail to prevent the passengers from being shocked.

This train, consisting of three cars, one of which was an electric motor car, left the Brooklyn Bridge at 2 o'clock in the afternoon crowded with passengers. The train was in charge of a motorman, a conductor and a gateman. The names of these men the officials of the Brooklyn Rapid Transit Company refused to make known.

MORGAN HOLDS UP CONTRACTORS' PAY FOR CANAL WORK.

Comptroller Says Their Claim Is Offset by Over-payments.

CITES INSTANCES OF FRAUD.

He Shows How the Huge Fund of \$9,000,000 Was Dissipated.

ROOSEVELT'S WORDS DENIED

Governor's Assertions That Charges Are "Infamous Lies" Disproved.

THOUSANDS ILLEGALLY PAID

Aldridge and Adams Approved Bills for Work Never Contracted For.

Albany, Sept. 10.—State Comptroller William J. Morgan, has refused to draw his warrant to John Dunfee & Co., of Syracuse, for \$59,250.03, which the contractors allege is due them for work done on the canal near Syracuse, under the nine million dollar "improvement."

The Comptroller also holds that the contractors have been over paid to the amount of \$116,110.96 for unauthorized work, and offsets that against the claim.

Comptroller Morgan joins issue with Governor Roosevelt, who has been declaring at county fairs that the charges of canal fraud were "infamous lies and slanders."

The Comptroller's language is diplomatic, but it does show that former State Engineer Adams and former Public Works Superintendent Aldridge, who were not prosecuted, on advice of Governor Roosevelt's counsel, approved work illegally done, amounting to many thousands of dollars.

The Comptroller holds that the exclusive right to approve plans and make changes is vested in the Canal Board. The State Engineer and State Superintendent of Public Works had no right to approve the changes under which Dunfee & Co. make their claims.

Such an unauthorized action, he holds, does not bind the State. To illustrate how work was done and illegally charged for the Comptroller tells of a case where a canal contractor dug below the foundation of a standing wall and left it practically suspended in air.

The contract is let to deepen a mile of canal two feet, and to make other improvements. A vertical wall extends along the whole strip, 100 lineal feet of which are in bad condition, and the contractor is to rebuild this imperfect wall. (The price named per cubic yard is a good one, but it was actually the case when small quantities were ordered.)

"The 100 feet of bad wall are pulled down, and the contractor goes on with his work of excavating and rebuilding. In doing so he goes below the foundations of the standing wall and leaves it practically suspended in air. The roof of the canal is undermined, and thus saving the good wall, he consults his own convenience, until finally the whole stretch tumbles into the canal."

"An angry contractor entered into between the contractor and the canal officials for the rebuilding of the whole mile at the legal allowance of about \$100,000. The result, a quantity of result, an enormous increase of cost to the State."

In referring to a case similar to the above the Comptroller says of the effect of a change of plan:
"The result of this unauthorized change of plan is a saving of nine feet of navigation, was that the whole length of the canal was to be rebuilt, and had to be rebuilt, and that the entire bench wall excavation was paid for as rock at 95 cents a yard upon the pretext that it was frozen, instead of as earth at 20 cents."

When the digging under walls so would tumble and have to be rebuilt at the State's expense.

All this the Comptroller shows was approved by Aldridge and Adams, or their subordinates. The Comptroller says:
"The sudden and unexpected depletion of the \$9,000,000 improvement fund was largely due to these enormous and heavy extra, and in many cases, unauthorized and illegal allowances, which, no doubt, no one seemed to know much of anything until the bills were sent in for payment."

The Comptroller also shows the expenditure of canal money, until Comptroller Roberts warned the canal officials that the improvement funds were nearly exhausted. The Comptroller estimates that the total amount of bills he will disallow will be over a million dollars.

UNCLE SAM SOON WILL MAKE HIS OWN POWDER.

Huge Plant for the Manufacture of the Smokeless Article Is Nearing Completion.

Washington, September 10.—The Navy Department expects to begin the manufacture of smokeless powder at its powder mill, a few miles back from the Potomac River near Indian Head, within the next two or three months.

Work on the mills has been pushed energetically. Already about a dozen buildings are completed, the electric light plant—said to be one of the finest in the world—is under way, and there are ten or twelve other buildings well along toward completion.

The plant will have a capacity of 2,000 pounds of smokeless powder daily.

A company of Vineland business men has purchased from the American Bottle Works Company the old Tilly's Brothers window glass plant near Vineland, N. J., and will soon put one hundred men to work.

WOMEN WIN FAME BY PEN AND VOICE.



Miss Ada Colley.
SHE is to appear at Koster & Bial's Music Hall on September 16. Miss Colley, who is of Australian birth, has a soprano voice of phenomenally high range. She sings the six high notes above C—with the thrice marked A—and unlike singers who have exhibited this gift, her tones are full and round. The artistic value of her achievement may be gathered from the fact that her principal number is the intermezzo from "Cavalleria Rusticana." She will be heard for only four weeks, after which she will return to fill an engagement in Russia. Her contract stipulates that she is only to sing two songs at each performance, and the one she has selected to follow is "Sing, Sweet Bird."



Mrs. E. L. Voynich.
SHE is the author of "The Giddy," which will be produced by Wallick's Theatre on September 18. Mrs. Voynich is by birth English, while her husband is a native of Lithuania, Russia. She has been carefully watching the dramatic version of her famous novel, and after its production will turn to England to begin work on her new book.

FORWARD! 400,000 SMALL GOYAMITES

Great Army of Boys and Girls Will March to School To-day.

About a quarter of a million children will make their way to the public schools of Greater New York to-day. It is the opening day of the term. Thanks to the energetic fight made by the Journal, six new school houses will be ready for occupancy this morning. They have a combined capacity of about fifteen thousand pupils. It is believed by Superintendent Jasper that after the children have settled down and adjusted themselves to the necessities of the situation by properly dividing themselves up among the institutions there will be a desk for every one of them.

The new schools that open to-day will relieve congested districts. They will provide for those who either could get no education last year or only half a day's schooling at a time. The locations of the new buildings are as follows:

Public School No. 40—Twenty-fifth street, between First and Second avenues.
No. 159—One Hundred and Nineteenth street, between Second and Third avenues.
No. 164—One Hundred and Forty-first street, near Brook and St. Ann's avenues.
No. 166—Eighty-ninth street and Columbus avenue.
No. 167—One Hundred and Forty-fourth street, near Mott avenue.
No. 168—One Hundred and Forty-fifth street, near Mott avenue.
No. 169—One Hundred and Forty-sixth street, near Mott avenue.
No. 170—One Hundred and Forty-seventh street, near Mott avenue.
No. 171—One Hundred and Forty-eighth street, near Mott avenue.
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No. 173—One Hundred and Fiftieth street, near Mott avenue.
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No. 398—One Hundred and Thirty-fifth street, near Mott avenue.
No. 399—One Hundred and Thirty-sixth street, near Mott avenue.
No. 400—One Hundred and Thirty-seventh street, near Mott avenue.

WOMEN WIN FAME BY PEN AND VOICE.

Prominent Men to Appear Before Investigators To-morrow.

PROBING RAMAPO GRAB.

Chairman and Counsel Declare They Will Spare No Guilty Ones.

Witnesses Before MAZETERS.

Richard Croker, William Dalton, Hugh McLaughlin, Robert A. Van Frank H. Platt, Wyck, Silas B. Dutcher, Bird S. Coler, Albert B. Board-Patrick Jerome man, Gleason, Maurice F. Holla-Edvard Lanterman, James P. Keating, Edward Hogan.

This is a partial list of the distinguished witnesses who have been summoned to appear before the Mazet Committee to